

July 6, 2009



FEDERAL AVIATION ADMINISTRATION



FLIGHT ADVISORY

The Vancouver 2010 Winter Olympics and Paralympics Games

The 2010 Winter Olympic and Paralympics Games will take place over an eight (8) week period during the months of February and March 2010. This Advisory will have three parts. The first part will explain the Airspace Structure, and Operating Rules and Procedures that will be in place in United States Airspace during the games. The second part reflects the Airspace and Procedures as defined in AIP Canada (ICAO) Supplement 21/09. The third part will provide a list of resources for more information. The NOTAM for United States airspace described in this Advisory will be published

Part 1. United States Airspace

Due to the Vancouver 2010 Winter Olympics and Paralympics Games, the FAA at the request of the Department of Homeland Security and Department of Defence as part of the airspace security measures will be placing restrictions and procedures in northwest Washington State to complement Canadian restrictions and procedures. The restrictions will coincide with the opening and closing of the Athlete Villages in Vancouver and Whistler, BC: January 29, 2010 to March 24, 2010. Additional NOTAMs may be issued and it is recommended that operators check NOTAMs frequently.

Pursuant to 49 USC 40103(B), The Federal Aviation Administration (FAA) classifies the airspace defined in the published NOTAM as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace may be subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by Law Enforcement/Security Personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements or any special instructions or procedures announced in the NOTAM:

- A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airmen certificates; or
- B) the United States government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307; or
- C) the United States government may use deadly force against the airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

July 6, 2009

All aircraft flight operations are prohibited from the surface to but not including 18,000 MSL, within an area bounded by 490008N/1222847W or the HUH029005.2, thence clockwise along the 491142N/1231055W or the YVR329007.2 30 NM ARC to 484151N/1231519W or the YYJ080009.3 thence northeast along the US/Canadian border to the point of beginning, except as specified below.

1. All aircraft operating with this TFR are limited to aircraft arriving or departing local airfields. Aircraft may not loiter.
2. All aircraft entering or exiting the TFR must be on an active IFR or VFR flight plan and must be assigned a discrete beacon code by an Air Traffic Control (ATC) facility and be squawking that code prior to departing within or entering the TFR.
3. Approved emergency/life saving flight (air ambulance/law enforcement/ firefighting), military operations and other approved operations must call a phone number provided in the published NOTAM prior to operating within the TFR.
4. Aircraft must remain in two-way communications with ATC at all times within the TFR.

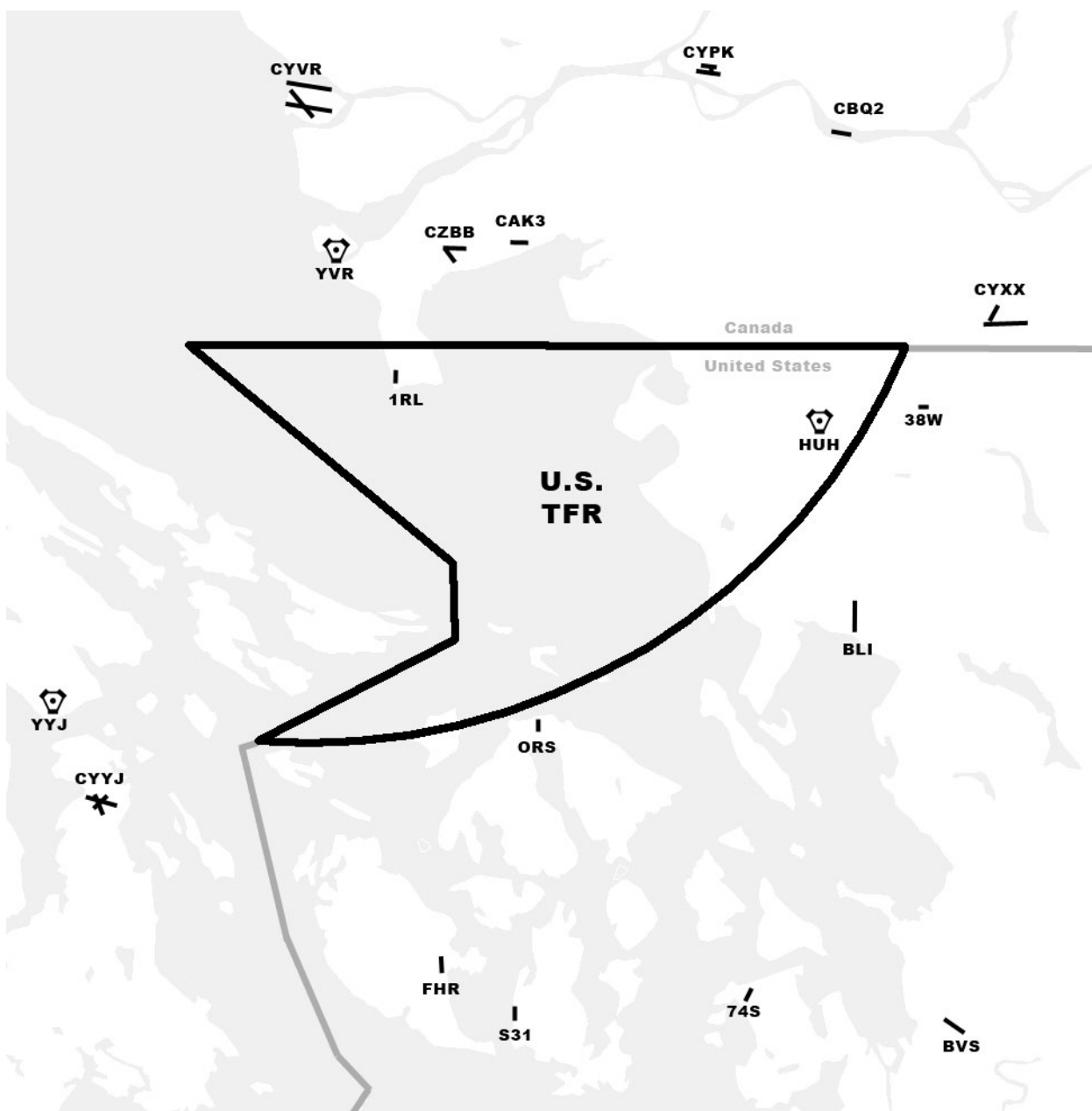
All waivers are temporarily suspended during the time of this NOTAM except for ELO, GOV and SPO waivers.

The following operations are not authorized within this TFR: flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, model aircraft operations, model rocketry, and Unmanned Aircraft Systems (UAS).

WARNING

This advisory contains an overview and preliminary information for the NOTAM to be published for the 2010 Olympics, see the published NOTAM for the exact procedures. **It is recommended that all aircraft operators check NOTAMs frequently throughout this event for possible changes.**

July 6, 2009



July 6, 2009

Part 2. Canadian Airspace

The following information has been published by NAV Canada as AIP CANADA (ICAO) Supplement 21/09. Check with NAV Canada to ensure you have the latest information.

1.0 OLYMPIC AIRSPACE ACTIVATION PERIOD

The planned activation period for the Olympic airspace will coincide with the opening and closing dates of the Athlete Villages in Vancouver and Whistler, BC: January 29, 2010 (opening) to March 24, 2010 (closing Paralympic Athlete Village(s)). Airspace restrictions will be in effect during the period. Specific dates and times for restrictions will be described in a future AIP Supplement and NOTAMs.

2.0 OLYMPIC AIRSPACE STRUCTURE, OPERATING RULES AND PROCEDURES

For safety and security reasons Class F restricted airspace in the form of two (2) conjoined Olympic Rings will be established within a 30 nautical mile radius of the Vancouver International Airport and Whistler Athlete's Village, respectively. Within these rings there will be three (3) Olympic Control Areas (OCAs); and within the OCAs, seven (7) Olympic Restricted Zones. The restricted airspace has been designed to minimize the impact to the aviation industry to the extent possible, with the greatest restrictions to operations occurring in the Olympic Restricted Zones. Operations in these areas will be limited to emergency, security and authorized essential service and media aircraft.

2.1 OLYMPIC RINGS - CYR185

2.1.1 STRUCTURE

CYR185

The airspace within the area bounded by a line beginning at:

N49°39'41.92" W123°27'15.15"	thence clockwise along the arc of a circle of 30 miles radius centered on
N50°05'01.00" W123°02'24.00"	to
N49°36'53.74" W122°46'18.72"	thence clockwise along the arc of a circle of 30 miles radius centered on
N49°11'42.00" W123°10'55.00"	Vancouver Int'l ARP \ to
N49°00'08.17" W122°28'46.90"	thence westerly along the Canada/USA bdry \ to
N48°41'51.15" W123°15'19.14"	thence clockwise along the arc of a circle of 30 miles radius centered on
N49°11'42.00" W123°10'55.00"	Vancouver Int'l. ARP to
N49°39'41.92" W123°27'15.15"	point of beginning.

Excluding: The airspace within CYR186, CYR187, CYR188, CYR189, CYR190, CYR191, CYR192, CYR193, CYR194, and CYR195.

Designated Altitude: Surface up to but not including 18,000 feet.

July 6, 2009

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

TFR (U.S. Airspace)

The airspace within the area bounded by a line beginning at:

N49°00'08.17" W122°28'46.90"	thence clockwise along the arc of a circle of 30 miles radius centered on
N49°11'42.00" W123°10'55.00"	Vancouver Int'l ARP to
N48°41'51.15" W123°15'19.14"	thence easterly along the Canada/USA bdry\ to
N49°00'08.17" W122°28'46.90"	point of beginning.

A portion of the South 30 NM Olympic Ring overlies U.S. airspace. All airspace restrictions, rules and procedures specific to the Olympic Rings will also apply to that portion of U.S. airspace. The Federal Aviation Administration (FAA) will be issuing a NOTAM describing the TFR and operating procedures congruent with Canadian NOTAMs.

Canadian Airports/Aerodromes Affected:

- *Vancouver International Airport*
 - *North Terminal*
 - *South Terminal*
 - *River Operations*
- *Vancouver Harbour (Float)*
- *Vancouver Harbour (Heliport)*
- *Boundary Bay Airport*
- *Langley Airport*
- *Pitt Meadows Airport*
- *Delta Airpark*
- *King George Airpark*
- *Fort Langley*
- *Sechelt-Gibsons*
- *Nanaimo*
- *Nanaimo Harbour*
- *Various Heliports*
- *Gulf Island Float Bases*
- *Squamish*
- *Whistler Heliport*
- *Pemberton*

United States Aerodromes Affected:

- *Point Roberts*
- *Blaine*
- *Meadow Mist*

July 6, 2009

2.1.2 OPERATING RULES AND PROCEDURES – CYR185

1. All aircraft except for approved military and police operations will be required to be on an active IFR or VFR flight plan; no flight itineraries. Flight plans must specify point to point operations. Random flights within CYR185 will not be authorized.
2. All aircraft will require a functioning transponder and will be required to squawk a discrete transponder code assigned by NAV CANADA prior to departure and at all times while operating within CYR185.
3. All aircraft entering and operating within CYR185 will be required to establish and maintain two way radio communications with Air Traffic Services (ATS). Applicable VFR frequencies will be published on Supplemental Olympic Charts. (Charts will be available October 2009.)
4. The following operations will be prohibited within CYR185:
 - Solo flights by student pilots.
 - Aerobatic flights including stalls, spins and steep turns.
 - Forced landing and precautionary landing practice.
 - Unmanned air vehicles and model aircraft operations.

All traffic within CYR185 will be monitored by surveillance radar and any unauthorized aerial activity within the restricted airspace will be subject to intercept by military aircraft. It is incumbent on all aviators to review the ***Canadian Flight Supplement, Section F – Emergency Procedures – Interception of Civil Aircraft***, to ensure they know and understand their responsibilities if intercepted.

2.1.3 FLIGHT PLANNING – CYR185

All aircraft intending to operate within CYR185 will be required to be on an active IFR or VFR flight plan. To avoid delays flight plans should be filed at least 60 minutes prior to departure. Flight itineraries will not be accepted. In addition no random flights will be allowed within CYR185; point to point operations must be specified within the flight plan. For example:

Departure Aerodrome: CYPK (Pitt Meadows)
Route: DCT CYNJ (Langley) DCT
Destination Aerodrome: CYXX (Abbotsford)
Remarks: One circuit (touch and go) at CYNJ

All pilots departing within CYR185, or intending to enter CYR185, must also obtain a discrete transponder code prior to departure; if this code is not assigned or unavailable when the flight plan is filed, then pilots must contact the Vancouver Area Control Center (NAV CANADA) at **866-998-2010** prior to departure in order to be assigned a discrete transponder code. This number should also be used for general Olympic flight plan inquiries.

In accordance with current procedures, IFR flights will be assigned a discrete transponder code upon receiving their IFR departure clearance.

The same flight planning and transponder code requirements will apply to CYR186, CYR187 and CYR188.

2.2 OLYMPIC CONTROL AREAS (OCAs) – CYR186, CYR187 and CYR188

July 6, 2009

Due to the proximity of specific airports, float plane terminals and heliports, and the existence of flight routes passing near or over Olympic and Paralympic facilities, three (3) Olympic Control Areas (OCAs) will be established within the Olympic Rings. Operators will be required to meet more stringent security measures and procedures in order to gain access to this airspace.

2.2.1 STRUCTURE

OCA (SOUTH) - CYR186

The airspace within the area bounded by a line beginning at:

N49°07'14.71" W122°52'17.99"	to
N49°07'14.71" W122°51'19.49"	to
N49°00'07.50" W122°51'19.49"	thence along the Canada/USA bdry\to
N49°00'07.50" W123°19'54.97"	thence clockwise along the arc of a circle of
	13 miles radius centered on
N49°11'42.00" W123°10'55.00"	Vancouver Int'l ARP to
N49°20'11.18" W123°25'57.17"	to
N49°20'08.72" W123°15'37.38"	to
N49°20'04.85" W123°03'25.40"	to
N49°18'50.00" W123°01'44.09"	to
N49°18'50.00" W122°54'20.04"	thence clockwise along the arc of a circle of
	13 miles radius centered on
N49°11'42.00" W123°10'55.00"	Vancouver Int'l ARP to
N49°07'14.71" W122°52'17.99"	point of beginning.

Excluding: The airspace within CYR189, CYR190, CYR191 and CYR195.

Designated Altitude: Surface up to but not including 18,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

Airports/Aerodromes Affected:

- *Vancouver International Airport*
 - *North Terminal*
 - *South Terminal*
 - *River Operations*
- *Vancouver Harbour (Float)*
- *Vancouver Harbour (Helicopter)*
- *Boundary Bay Airport*
- *Delta Airpark*

OCA (SEA TO SKY CORRIDOR) - CYR187

The airspace within the area bounded by a line beginning at:

N49°47'41.00" W123°19'44.00"	to
------------------------------	----

July 6, 2009

N49°56'25.41" W123°18'02.26"	thence counterclockwise along the arc of a
	circle of 13 miles radius centered on
N50°04'46.00" W123°02'35.00"	to
N49°51'51.39" W123°00'19.16"	to
N49°41'30.00" W123°00'00.00"	to
N49°32'15.00" W123°06'14.00"	to
N49°18'50.00" W123°01'44.09"	to
N49°20'04.85" W123°03'25.40"	to
N49°20'10.99" W123°25'56.81"	to
N49°34'06.00" W123°29'55.00"	to
N49°47'41.00" W123°19'44.00"	point of beginning.

Excluding: The airspace within CYR192.

Designated Altitude: Surface up to 12,500 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: The operating rules and operational weather limits will be described in a future AIP Supplement and in NOTAMs.

Canadian Aerodromes Affected:

- Squamish Aerodrome

Sea to Sky Corridor

The airspace within the Sea to Sky Corridor is currently designated Class G uncontrolled airspace. During the period of the Games NAV CANADA will provide a 'VFR' control service within the 'Sea to Sky' corridor, extending from Bowen Island to Squamish, Whistler and Pemberton. This service will be augmented by latest technology 'Multilateration' (MLAT) Surveillance. Weather services such as aerodrome observations and area forecasts will be available, and will include the use of strategically located Digital All Weather Cameras (DAWC).

The 'Sea to Sky' corridor is narrow and situated within rising mountainous terrain. This makes for a very challenging operating environment; particularly when ceilings and/or visibility decrease and aircraft are forced down into a more confined airspace. Aircraft operations will therefore be metered on a tactical basis, dependent on weather conditions and available ramp space at Squamish, Pemberton and Whistler Heliport.

Fixed wing and helicopter operations will be permitted into Squamish. Helicopter operations only will be permitted within the corridor between Squamish and Pemberton. Fixed wing operations will be permitted into Pemberton however access must be via an alternate route. No IFR operations will be authorized within the Corridor, including Pemberton.

In view of the potential demand for service in the 'Sea to Sky' corridor, a priority system will be implemented. The system is under development and will be categorized based on the following order of priority:

- Aircraft in emergency

July 6, 2009

- Security (Military/RCMP)
- Medevac
- Essential Services
- VIP/IPP (RCMP Designated)
- Approved Media
- Commercial operations

NOTE: *Pilots planning to operate within this airspace should have extensive experience operating within mountainous terrain and must be familiar with operational procedures that will be implemented during the Games period.*

OCA (NORTH) – CYR188

The airspace within the area bounded by a line beginning at:

N50°17'20.18" W122°57'28.01"	to
N50°21'38.66" W122°49'50.81"	thence clockwise along the arc of a circle of
	5 miles radius centered on
N50°18'09.00" W122°44'16.00"	Pemberton ARP to
N50°14'33.29" W122°38'51.10"	to
N50°10'30.93" W122°44'27.55"	thence clockwise along the arc of a circle of
	13 miles radius centered on
N50°04'46.00" W123°02'35.00"	to
N50°17'19.41" W122°57'28.01"	point of beginning.

Excluding: The airspace within CYR193 AND CYR194

Designated Altitude: Surface up to but not including 18,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: The operating rules and operational weather limits will be described in a future AIP Supplement and in NOTAMs.

Canadian Aerodromes/Heliports Affected:

- Whistler (Municipal) Heliport
- Whistler (Hospital) Heliport
- Pemberton Aerodrome

2.2.2 GENERAL OPERATING RULES AND PROCEDURES - CYR186, CYR187 AND CYR188

1. All aircraft except for approved military and police operations will be required to be on an active IFR or VFR flight plan; no flight itineraries. Flight plans must specify point to point operations. Random flights will not be authorized.
2. All aircraft will require a functioning transponder and will be required to squawk a discrete transponder code assigned by NAV CANADA prior to departure and at all times while operating within the airspace.

July 6, 2009

3. All aircraft entering and operating within the airspace will be required to establish and maintain two way radio communications with Air Traffic Services (ATS). Applicable VFR frequencies will be published on Supplemental Olympic Charts. (Charts will be available October 2009.)
4. All aircrew must be registered with the V-2010 ISU. Additional information will be published on the ISU Aviation Planning web site.
5. Operators and/or flight crew will be required to submit a flight authorization request to the V2010 ISU for each flight, except for scheduled passenger-carrying flights (Canadian Aviation Regulation [CAR] 705) that meet the requirements of the Air Carrier Security Measures.
6. All persons, including aircrew, and goods must be screened in accordance with Transport Canada regulations, orders, measures and directions.
7. The following operations will be prohibited within the OCAs:
 - Parachuting
 - Parasailing
 - Paragliding
 - Hang Gliding
 - Rocket Launches
 - Radio Controlled Aircraft
 - Unmanned Air Vehicles
 - Hot Air Balloons
 - Dirigible Aircraft
 - Agricultural Operations
 - Sight Seeing
 - Aerial Advertising/Banner Towing
 - Flight Training, except for circuit training authorized by V-2010 ISU at Boundary Bay Airport (CZBB), and
 - General Aviation, except for arrivals and departures at Boundary Bay Airport (CZBB) authorized by V-2010 ISU.

All traffic within the airspace will be monitored by surveillance radar and any unauthorized aerial activity within the restricted airspace will be subject to intercept by military aircraft. It is incumbent on all aviators to review the ***Canadian Flight Supplement, Section F – Emergency Procedures – Interception of Civil Aircraft***, to ensure they know and understand their responsibilities if intercepted.

2.3 OLYMPIC RESTRICTED ZONES

Olympic Restricted Zones will be established over all Olympic Villages, and competition and training venues in the Vancouver and Whistler areas. These Zones will be implemented for both security and public safety reasons in the event of an aircraft failure and for airspace capacity issues.

The size and shape of the zones will be dependent on location; however the radius will normally range from 0.5 to 1.0 NM.

2.3.1 STRUCTURE

CYR189 (UBC)

The airspace within the area bounded by a line beginning at:

July 6, 2009

N49°14'30.34" W123°13'56.64"	to
N49°15'04.00" W123°15'09.00"	to
N49°16'00.95" W123°15'54.94"	thence clockwise along the arc of a circle of 1
	mile radius centered on
N49°15'20.00" W123°14'48.00"	to
N49°14'30.34" W123°13'56.64"	point of beginning.

Designated Altitude: Surface to 4,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

CYR190 (Athlete's Village/GM Place/BC Place - Center coordinates: 49°16'26".30N 123°06'27"W)

The airspace within the area bounded by a line beginning at:

N49°16'29.46" W123°08'20.25"	to
N49°17'17.70" W123°06'56.00"	to
N49°17'04.42" W123°06'12.00"	to
N49°17'38.50" W123°02'59.38"	to
N49°17'37.16" W123°01'12.68"	thence clockwise along the arc of a circle of 1.0
	miles radius centered on
N49°17'09.06" W123°02'33.68"	to
N49°16'09.55" W123°02'22.35"	to
N49°13'58.14" W123°01'07.62"	thence clockwise along the arc of a circle of 1.0
	miles radius centered on
N49°13'32.20" W123°02'30.18"	to
N49°12'57.07" W123°03'44.39"	to
N49°14'01.22" W123°05'11.83"	thence clockwise along the arc of a circle of 1
	mile radius centered on
N49°14'36.61" W123°06'25.77"	to
N49°15'28.66" W123°07'11.27"	to
N49°15'45.72" W123°07'34.57"	to point of beginning.

Designated Altitude: Surface to 4,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

CYR191 (Vancouver Harbour)

The airspace within the area bounded by a line beginning at:

N49°18'02.55" W123°06'15.99"	to
N49°17'11.77" W123°05'22.15"	to
N49°17'04.42" W123° 06'12.00"	to
N49°17'17.70" W123°06'56.00"	to
N49°16'29.46" W123°08'20.25"	to
N49°16'53.47" W123°08'45.86"	thence clockwise along the arc of a circle of
	1 mile radius centered on
N49°17'29.00" W123°07'32.00"	to

July 6, 2009

N49°18'02.55" W123°06'15.99" point of beginning.

Designated Altitude: Surface to 4,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

CYR192 (Cypress Mountain)

The airspace within the area bounded by a circle of 1 mile radius centered on
N49°23'50.00" W123°12'14.00".

Designated Altitude: Surface to 8,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

CYR193 (Callaghan Nordic Site)

The airspace within the area bounded by a circle of 1 mile radius centered on
N50°08'14.00" W123°06'50.00".

Designated Altitude: Surface to 8,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

CYR194 (Creekside and Sliding Center)

The airspace within the area bounded by a line beginning at:

N50°07'34.91" W122°57'44.24"	thence clockwise along the arc of a circle of
	2.6 miles radius centered on
N50°04'59.00" W122°57'44.00"	to
N50°04'02.99" W123°01'30.08"	thence clockwise along the arc of a circle of
	1.0 mile radius centered on
N50°04'46.00" W123°02'35.00"	to
N50°04'35.08" W123°04'07.00"	to
N50°04'54.40" W123°03'38.77"	to
N50°05'13.00" W123°01'45.00"	to
N50°06'04.00" W122°59'28.00"	to
N50°07'34.91" W122°57'44.24"	point of beginning.

Designated Altitude: Surface to 8,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

CYR195

The airspace within the area bounded by a circle of 1.2 mile radius centered on
N49°07'40.00" W123°05'23.00".

July 6, 2009

Designated Altitude: Surface to 1000 feet.

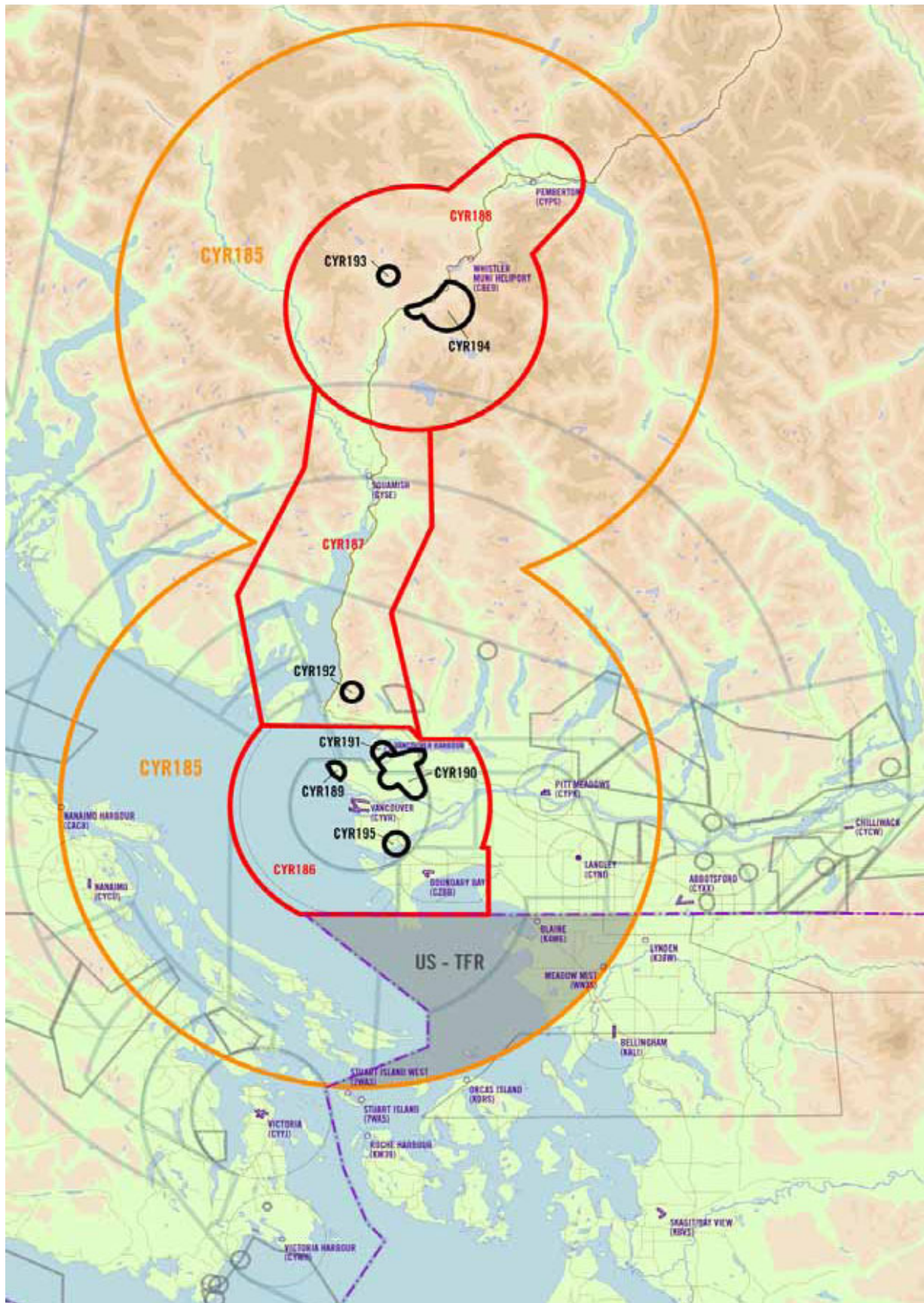
Authorizing Agency: Royal Canadian Mounted Police (RCMP).

2.3.2 GENERAL OPERATING RULES AND PROCEDURES – CYR189, CYR190, CYR191, CYR192, CYR193, CYR194 AND CYR195

1. All aircraft except for approved military and police operations will be required to be on an active IFR or VFR flight plan; no flight itineraries. Flight plans must specify point to point operations. Random flights will not be authorized.
2. All aircraft will require a functioning transponder and will be required to squawk a discrete transponder code assigned by NAV CANADA prior to departure and at all times while operating within the airspace.
3. All aircraft entering and operating within the airspace will be required to establish and maintain two way radio communications with Air Traffic Services (ATS). Applicable VFR frequencies will be published on Supplemental Olympic Charts. (Charts will be available October 2009.)
4. All aircrew will be required to register with the V2010 ISU. Additional information will be published on the ISU Aviation Planning Web site, which is scheduled to be activated in August 2009.
5. All flights into the Olympic restricted areas will be required to be authorized by V2010 ISU on an individual mission basis.
6. All persons, including aircrew, and goods must be screened in accordance with Transport Canada regulations, orders, measures and directions.
7. Access will be limited to the following aircraft: approved military, police operations and emergency/life saving flights (includes medevac/organ flights), search and rescue, approved essential service aircraft, state aircraft on official business, approved media aircraft, and aircraft carrying V.I.P./I.P.P (RCMP Designated).

Note: Access to CYR191 (Vancouver Harbour) will include approved/authorized Commercial helicopter and float operations.

July 6, 2009



July 6, 2009

4.0 REGISTRATION AND FLIGHT AUTHORIZATION PROGRAM

4.1 GENERAL GUIDANCE

The Vancouver 2010 Integrated Security Unit (ISU) will implement a Flight Authorization program when the Olympic Village opens on 29 January 2010. The end date for this process will be specified in a future AIP Supplement and in NOTAMS. All crew, arriving and/or departing from facilities located within the boundaries of the Olympic Control Areas (OCAs - CYR186, CYR187 and CYR188), and Olympic Restricted Zones (CYR189, CYR190, CYR191, CYR192, CYR193, CYR194 AND CYR195), will be subject to this program.

Forms will be available for download from the ISU Aviation Planning web site, which is scheduled for activation in Aug 2009.

4.2 REGISTRATION PROCESS

Unless otherwise authorized by the ISU, all flight crew wishing to enter the Olympic Control Areas or Olympic Restricted Zones onboard an aircraft must be registered with the ISU first.

Advance registration will expedite the processing of Flight Authorization Request manifests. Accordingly, operators will be encouraged to register Flight and Cabin Crew as soon as possible after the web site is activated in August 2009.

Emergency/life saving flights (includes medevac/organ flights), essential service aircraft and any other individuals that may be required to fly in the OCAs and Olympic Restricted Zones in the course of their respective duties, specifically those that might have to do so on short notice, should be registered in advance of the Class F airspace activation. Failure to register in advance could negatively impact critical incident response times.

4.3 FLIGHT AUTHORIZATION

Flight Authorization Request forms will be available on the 2010 ISU Aviation Planning web site.

Timelines for processing Flight Authorization Requests will be published on the ISU Aviation Planning web site.

NOTE: Further details regarding Flight Registration and the Flight Authorization Process will be published on the ISU Aviation Planning web site.

5.0 AIRPORT RESERVATION SYSTEM (AIRRES)

5.1 GENERAL

Projections for the 2010 winter Olympic Games indicate non-scheduled aircraft movements could be in the 500-600 range during peak days. The additional non-scheduled activity has the potential to exceed airport capacities during those peak periods.

July 6, 2009

An Airport Reservation System (AIRRES) will be established by the airports to manage the non-scheduled air traffic demand, taking into consideration:

- Runway capacity
- Aircraft parking space
- Aircraft services including fuelling and de-icing
- Security requirements
- Customs and immigration services

The intent is to ensure that a high standard of service will be provided to visiting aircraft throughout the period of the Winter Games by avoiding congestion and system saturation that otherwise would impose significant delays and possible diversions if demand is not matched to system capacities.

5.2 OPERATIONAL CONCEPT

An Airport Reservations Office (ARO) will manage AIRRES; and will issue airport reservations on a "first-come-first-serve" basis. Reservations will be issued on the basis that capacity and required services are available at the destination airport. This system is not part of the NAV CANADA's Traffic Flow Management system.

Applications for reservations will be made through an ARO web site www.2010airportreservations.ca. The issuance of an airport arrival or departure reservation will not provide any guarantee with respect to weather or air traffic control delays; but in the event that delays force the aircraft to arrive/depart in a different block hour the arrival or departure reservation will remain in effect. Non-scheduled aircraft not in possession of a reservation will not be permitted access to or departure from a designated reservation airport during the Winter Games.

Designated airports requiring reservations for non-scheduled arrivals and departures will be: Vancouver (CYVR), Abbotsford (CYXX), Boundary Bay (CZBB) and Victoria (CYYJ).

Other airports are under consideration for inclusion in the reservation process.

NOTE: Further details regarding the Airport Reservation System will be published in a future AIP Canada (ICAO) Supplement.

6.0 CANADA BORDER SERVICES AGENCY (CBSA)

Pilots arriving into Canada are responsible to comply with appropriate customs and immigration procedures regarding reporting to Canada Border Services. The receipt of a Flight Authorization from the V-2010 ISU, a NAV CANADA arrival slot time or Airport Reservation (AIRRES), does NOT imply that Canada Border Services notification has been or will be made; therefore, pilots remain responsible for notifying the Canada Border Services Agency.

7.0 OLYMPIC AERONAUTICAL INFORMATION PUBLICATIONS

July 6, 2009

Further detailed information regarding operating rules and procedures will be published in the following documents:

Aeronautical Information Circular (AIC) – 27 August 2009

- Final Screening Locations and Procedures
- Airport Reservation System Procedures

AIP Canada Supplement – 22 October 2009

This Supplement will be a complete package of information describing the following:

- Airspace Structure and Operating Rules
- Operating Rules and Procedures – Sea to Sky Corridor
- Final Screening Locations and Procedures
- Airport Reservation System Procedures
- NOTAM schedule

2010 Vancouver/Whistler Olympic Supplemental VTA Charts – November 2009

Pilots intending to operate within the Olympic Class F airspace will require the Olympic Supplemental VTA Charts in addition to the Vancouver VTA and VNC. The Supplement charts will describe in detail the Olympic airspace, communication frequencies, reporting points, etc. Charts will be available October 2009.

Part 3. Resources

1. Contact Flight Service for the latest NOTAMs relating to this event, 800-992-7433.
2. For the latest information on Canadian airspace visit NAVCANADA at <http://www.navcanada.ca>.